

Mr. President, that is the question here. We have gotten ourselves involved in Somalia through mission creep. We just let it evolve, and we lost Rangers—our own U.S. Army Rangers. Mr. President, we are looking at a potential for mission creep here if we are not very careful.

So I am going to appeal to the President of the United States to watch for mission creep. Helicopters with American troops is mission creep. Contraction of our forces, our U.S. peacekeepers, is mission creep. Emergencies anywhere in Bosnia is mission creep.

Mr. President, I hope that Senator DOLE brings his resolution to the floor so that the President of the United States can hear: The time has come to lift the arms embargo and let these people have a fair fight.

The PRESIDING OFFICER (Mr. CAMPBELL). Under the previous order, the Senator from South Dakota, [Mr. PRESSLER], is recognized to speak for up to 10 minutes.

AIRLINE SAFETY STANDARDS

Mr. PRESSLER. Mr. President, yesterday morning at 6 a.m. I had the pleasure of riding on the first flight between Rapid City and Sioux Falls that provides new air service in our State.

As a member of the Commerce, Science, and Transportation Committee, I have long been a champion of air service in our smaller cities, the safety of smaller aircraft, and the provision of air services to citizens living in non-hub airport areas.

I have also been very concerned about air fares for travel to and from our Nation's smaller cities. For example, can someone living in Humboldt, SD, get a supersaver ticket if they have to fly first into a hub airport? So often the best deal, so to speak, on airline tickets, go to those people who live in bigger cities with hub airports such as New York, Minneapolis, Denver, Los Angeles, et cetera. Frequently, we find that flying into that hub airport from the smaller city is the expensive part of the trip. Citizens living in nonhub cities should not be overlooked.

Mr. President, our air transportation system is based on the hub and spoke system. Even in New York, a State with substantial air service, citizens living in upstate New York must fly on a small carrier into a hub to be connected to their next destination. The same is true in Fresno, CA, where my sister lives. This also is the case in my home State of South Dakota.

The question is, Do the smaller planes ensure the same level of travel safety? On the Commerce, Science, and Transportation Committee, I have been a champion of small aircraft safety. We will continue working to promote safe air travel on all sizes of aircraft.

I certainly do not advocate Government regulation, but I am constantly jawboning the big airlines where there is a coded relationship with the smaller

airline to treat the smaller airlines fairly. After all, the smaller carriers are the lifeline of many smaller communities and provide the larger carriers with many of their passengers.

Yesterday, as I mentioned, I took part in the inaugural flight providing air service between South Dakota's two larger cities, Rapid City and Sioux Falls. I am glad to say that Great Lakes Aviation, which code-shares with United Airlines, initiated that service. It will help our State a great deal.

I shall continue to be a champion of airlines in smaller cities, working to ensure we have good air service into the hubs so that citizens living in smaller communities remain linked to the Nation's air transportation system. From air safety to reasonable air fares to air service availability, our nonhub cities deserve equal attention from the airline industry.

Mr. President, I would also like to briefly discuss the important issue of international aviation. I, along with a number of my colleagues, am working on a resolution intended to aid our air carriers serving Japan.

Currently, Japan is violating the United States-Japan bilateral aviation agreement by denying our passenger and cargo carriers the right to serve cities throughout the Pacific rim from Japan. Cargo and passenger traffic beyond Japan into Malaysia and China and so forth is very lucrative. The Japanese are attempting to prevent our carriers from serving this traffic since they want to protect these markets for their own carriers which are very inefficient.

Federal Express has a new Pacific rim cargo hub they are ready to open at Subic Bay in the Philippines. They cannot open it. The Japanese will not permit Federal Express to serve routes from Japan which are necessary to make this hub operational. The Japanese are violating the bilateral aviation treaty and this is costing the shareholders of Federal Express tens of millions of dollar. Each day that passes causes these substantial damages to increase.

We must not tolerate this flagrant violation of an international agreement. The world is watching and we should not set a dangerous precedent for international aviation relations.

Our air carriers also have a problem obtaining sufficient access to both Heathrow and Gatwick airports in the United Kingdom. Access to Heathrow is of particular concern since Heathrow is the most important international gateway airport serving points throughout the world. We must continue to work to open these markets for our carriers.

The only reason that the Japanese or the British have more traffic on particular routes where they "compete" with United States carriers is due to restrictions which distort the market and protect foreign carriers from true head-to-head competition with our more efficient carriers. For example,

they use restrictive bilateral agreements, impose so-called "doing business" problems on our carriers such as putting them in terminals that are intolerable to passengers, and, in the case of the Japanese, they outright refuse to respect the clear terms of our aviation agreement.

I have been working on international aviation issues because international opportunities are critical to the long-term profitability of our carriers. Also, consumers benefit greatly by increased competition in international markets.

There is an important relationship between the issues of service to small communities and international aviation policy. I tie the two issues together because increased international opportunities will strengthen the economic health of our airline industry. In turn, this financial strength should translate into better service to all domestic markets, particularly smaller nonhub markets.

By working to strengthen our carriers abroad, it is my hope I am improving service for consumers in underserved markets. Therefore, I am urging our major airlines to give fair treatment here at home to people who live in smaller cities and rural areas. The administration, the Congress, and the airline industry should all work together to accomplish these domestic and international aviation goals.

For example, I just came from the Senate Finance Committee, on which I serve, where we were considering fuel taxes on various modes of transportation. One issue that was discussed which is of particular concern to me is the aviation fuel tax that is scheduled to go into effect later this year.

I am concerned the jet fuel tax will make the problem of air service in small communities much worse. I am also concerned this tax will adversely affect the competitiveness of our carriers in international markets.

Mr. President, we must never lose sight of the many difficult challenges facing our air carriers. Importantly, we must never forget that it is consumers and communities who have the largest stake of all.

TRIBUTE TO JIM HARDER

Mr. PRESSLER. Mr. President, today I pay tribute to a dedicated, brave South Dakotan who has made us all proud. Maj. Jim Harder, a native of South Dakota, is an Air Force pilot and a member of the Air Force Thunderbirds—a select group of accomplished aviators who entertain audiences with their aerial performances.

Jim is yet another living symbol of the hard working South Dakotan. He graduated from Huron High School and South Dakota State University. After college, Jim decided to use his talents in the service of his country by joining the Air Force. He first sought to become a navigator on an EC-135, but he

so excelled in his duties that he was assigned to flying an F-16C, the most advanced fighter/bomber in the Air Force. As a member of the elite Thunderbirds, Jim performs a variety of roles: pilot, operations officer, show evaluator, and safety observer.

For years, I as well as other Americans have enjoyed and marveled at the Thunderbirds. These exceptional aviators do more than just entertain a crowd. They serve to demonstrate individual talents, and collective skills that are second to none. It is no wonder that our Air Force pilots are considered the world's best. I am delighted that Jim is a part of this legacy of excellence.

Every summer, Ellsworth Air Force Base holds an annual air show which attracts thousands of spectators. Many South Dakotans come to enjoy an assortment of exhibits and historical information.

In addition, the base displays a fantastic array of aircraft on the ground and in the air. At this year's show held on July 9, the Thunderbirds were the featured attraction. So it was a homecoming for Jim Harder, a homecoming that he was able to share with his father, Elwood. I am sure no South Dakotan was more proud of Jim Harder and his fellow Thunderbirds than Elwood Harder.

Mr. President, I take great pride in sharing with my colleagues, the visitors in the gallery, and C-SPAN viewers at home the extraordinary achievements of my fellow South Dakotans.

Jim Harder is yet another standout South Dakotan who has excelled in his field. His versatile role in the Air Force Thunderbirds is a job that requires dedication and diligent persistence. Most important, Jim's skills and expertise elevates the level of performance of his fellow fliers.

Teamwork and individual dedication are why the Thunderbirds are respected throughout the world. And individuals like Jim Harder—a man who chose to devote his talents to the service of his country—are the reasons why our Nation's defense remains strong. Again, on behalf of all South Dakotans, I commend Jim Harder for his extraordinary accomplishments. I wish him continued success with the Air Force Thunderbirds.

IN HONOR OF RUSS HANSEN

Mr. PRESSLER. Mr. President, we all know that life on a farm is not always easy. Few people know that farming is one of this country's most hazardous industries. Unforeseen accidents often occur, and try as we might to avoid them, they seem to strike when we least expect it.

In 1993, one tragic incident took place on a farm in my home State. Russ Hansen, a 39-year-old farmer from Spink County, was killed in a farming accident, leaving behind his wife, Mary, and three children, Joshua, Jeff, and Jill.

Words cannot fully console the mind when tragedies such as these happen. We try to pay homage to those who have passed away, but nothing will ever replace loved ones we have lost. Tributes remind us of the person we once knew so well—and in their own special way help ease the pain.

It was made known recently that the Hansen family will have a living memorial in honor of their father and husband. Russ was a true steward of the land—a farmer who through his knowledge of the earth sought to make the most of it and for it. Before he died, Russ donated some of his farmland to South Dakota State University [SDSU]. The school used the land to test varieties of wheat. Because of Russ' love of the land and devotion to the SDSU research, the school announced this spring that the tests on his land have yielded a new hard red spring wheat. It is a wheat that is proving to be resistant to disease, pests, and shattering. And in a fitting tribute, the wheat will be called "Russ." It is expected to be on the general market by 1997.

Mr. President, no single person in this country has consistently been the source of more innovation than the American farmer. The ritual of farming is not just planting, growing, and harvesting. It is a quest to innovate and challenge the land to produce something it has never produced before. Russ Hansen was that kind of American farmer. I am sure Mary, Joshua, Jeff, and Jill Hansen are proud that Russ' legacy will live on in the hearty new brand of wheat that will bear his name. I am proud of Russ' lifetime of devotion to the land, and the innovators at South Dakota State University who worked with Russ to achieve this new high-quality wheat. It is a great achievement for SDSU and an ever-lasting tribute to Russ Hansen.

I ask unanimous consent to have a related article printed in the RECORD.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

NEW WHEAT NAMED AFTER FARMER (By Jennifer DeAnn Olson)

FRANKFORT.—Memorials come in unexpected ways.

Mary Hansen received a phone call this spring saying that scientists at South Dakota State University in Brookings had developed a new variety of hard red spring wheat. They had named the variety Russ after Hansen's husband, a 39-year-old Spink County farmer and feedlot operator who died in a 1993 farm accident.

"Finding out about it, we were totally surprised," Hansen said from her Frankfort farm. "We were very proud and pleased."

Russ Hansen had worked closely with the people from SDSU during his years of farming, donating land to be used as test plots.

"You had to know Russ. He could talk to anybody," Hansen said, "I think it was more than a working relationship (with SDSU), it was a friendship."

This friendship was obviously worth remembering. It yielded a high-yield wheat, resistant to disease, pests and shattering, once known as SD8073, now named Russ. The vari-

ety, now being tested by certified seed growers, should be ready for the general market by 1997.

Mary Hansen still lives on the farm. She has sold the cattle and rented out her property. And the wheat variety has been especially important to the Hansen's three children—Joshua, 13; Jeff, 12; and Jill, 9.

"It really says a lot about Russ," Hansen said.

"Russ has been gone almost two years now, but he'll always be around," she added.

THE 1995 SIOUX FALLS CANARIES

Mr. PRESSLER. Mr. President, when I was growing up in Humboldt, SD, professional baseball flourished throughout my State. I remember many games from the now-defunct Basin League. Those contests of skill and team play stirred within me a love and appreciation for America's favorite pastime.

During the recent Fourth of July holiday, I was given the honor of throwing out the first pitch for the Sioux Falls Canaries in its game against the Timber Bay Whiskey Jacks. Despite many wonderful plays and an enthusiastic crowd, the Canaries lost. Nevertheless, the evening was entertaining and exciting. It was baseball the way it should be played. The players demonstrated superb individual skills, team dedication, and enjoyment of the game itself.

Mr. President, South Dakota professional baseball has a long and colorful history as old as the State itself. It was in Sioux Falls in 1889, the year South Dakota was granted statehood, when a pro baseball team wearing bright yellow uniforms was formed in the city. The team was named the "Yellow Kids," after a comic strip that appeared in the Sioux Falls Press. Upon viewing the team, Guy LaFollette, a local sportswriter for the Press, suggested the nickname "Canaries." LaFollette continued to refer to the team as the Canaries in his sports articles. The label stuck. Eventually, the Canaries became the official name of the team.

Despite having a reputation of hiring away the best players from the other teams, the original Sioux Falls Canaries lasted until 1903, when their class D league, the Iowa and South Dakota League, folded.

Sioux Falls would be without a pro team until 1920 when the Sioux Falls Soos [Sues] began play in the South Dakota League. The team's manager, Fred Carisch, was a veteran of the 1902 Canaries team. In 1924, the Sioux Falls team changed its name back to the Canaries because the Sioux City Cardinals joined the Canaries as part of a new, expanded, Tri-State League. Apparently, the thought was the two birds—the Canaries and the Cardinals—sounded better when they played. Unfortunately, the league and the teams were disbanded after only one season.

Professional baseball returned again to Sioux Falls in 1930, when Rex Stucker organized a new version of the Canaries, which played in an independent circuit for three seasons. The team